

me race. I'm not proud of it, but I was so involved with racing it's about all I could think of," he says.

The brothers would fly out to races all over the U.S. and then catch the red-eye flights back in order to get back to school. It was difficult to stay focused on academics. In his junior year of high school, he had signed a six-figure contract and was driving a new truck. It was easy to see why the 17-year-old was not fully committed to school. In his words, the library and any required research were not a priority.

Racing motorcycles all over the world, Nicky has lost count of the number of countries he's visited. Not only is MotoGP racing fast on the track, but off as well. Nicky and his Repsol Honda teammate Dani Pedrosa, from Spain, travel with a sizeable entourage, finishing one race and immediately heading to another, much like a circus breaking down the Big Top and moving on to the next gig.

"We have about 75 people that go everywhere with us," Nicky says. "We have our own chef who prepares all of the food for the team. Then there are the mechanics, agents, trainers, engineers, tire, and hospitality people. It's a lot of people."

Make no mistake about it, MotoGP racing is big business. The custom Honda motorcycle, according to Nicky, cost in excess of a million dollars to build. The titanium and carbon racing machine is so aerodynamically designed with the very latest in technology that every piece, including the nuts and bolts, is custom-made. For sure this is not an assembly-line product. Weighing 325 pounds and sporting somewhere around 250hp, this mechanized piece of art can blast from 0 to 60 in less than three seconds.

Sponsors pay big bucks to have their names associated with The Kentucky Kid. With it comes a certain amount of pressure to excel. Following his world championship 2006 season, Nicky finished eighth in points. And at the end of the 2008 season, the result was the same, eighth.

"After being a world champion, I put pressure on myself," he says. "I hope my best years are ahead of me. This is a good age in this sport for riders."

When listening to Nicky talk about his racing future, it takes awhile before he says what he wants to do when his riding days are over.

Somehow, the subject just doesn't easily come up unless someone else asks about it.

"I really don't have a plan B," he says. "I know I want to race well into my 30s."

For sure Nicky doesn't have to look very far to see the personal devastation this daredevil sport can dish out or how quickly it could end. Back home in Owensboro last July, Nicky was enjoying several days of a summer break far from MotoGP. Also there were Tommy and Roger, who both ride on the AMA Superbike Tour. But they were home not because they necessarily wanted to be. They were recovering. Roger, who rides a factory bike for Kawasaki, had crashed several weeks earlier in Alabama, breaking his pelvis and vertebrae. A week later, Tommy, a rider for Suzuki, took a hard tumble in California, breaking bones in his back and puncturing a lung.

"It was crazy," says Nicky. "The next week I went down in Portugal but was not seriously injured."

For the most part Hayden has avoided serious injury. In August 2004, however, while training in Italy near Milan, he broke his right collarbone. Following surgery that involved inserting a plate, he was back racing in a few weeks.

Tragedy did strike the Hayden family. In May of 2007, Nicky's second cousin, 10-year-old Ethan Gillim, died as a result of a motor-

cycle accident in a race in Paducah. Ethan had started racing when he was 4, and in six years attained 18 national dirt track titles.

The Hayden's all three brothers are professionally represented by a management company, International Racers, out of Irvine, California. At the level Nicky is racing, the company has a full-time agent who accompanies him during the season in order to maximize the promotional opportunities for their star client.

A season of MotoGP consists of 18 races held in 16 different countries, and in 2008 two of these races were held in the United States, in Laguna Seca, California, and Indianapolis, Indiana. Throughout Europe, the sport has almost a cult-like following. Televised races attract in excess of 300 million viewers for each event, and another 200,000 frequently show up to see the races live.

"For sure the U.S. market hasn't been tapped," Nicky says. "I know there is an effort now being made to do it."

To help promote that market, just before last year's Indianapolis 500, Nicky blasted two laps around the 2½-mile track, giving car race fans a sampling of what was to come later in September with the 14th round of the 2008 MotoGP.

What will help increase the visibility in this country, perhaps, is for more American riders to achieve success. Currently there are only four, including Hayden, on a circuit dominated by foreign riders and sponsors.

As they should be, all of the Hayden's have been well-compensated for their successes. Many Americans may be surprised to learn that Valentino Rossi, considered to be the best motorcycle racer in the world, earns a reported \$30 million a year.

At the end of 2008's season, a new twist emerged with some big changes. For some time Nicky and Honda had been at odds, first about the way the manufacturer set his bike up and then it was a tire issue. They wanted Bridgestone tires and Nicky likes Michelin.

Soon the split became too much to overcome and now The Kentucky Kid rides for Ducati, an Italian bike company. He and Australian Casey Stoner are Ducati's featured riders, with Nicky kicking off the 2009 season on his 100th GP race with a new bike, a new team, and a new color.

As Nicky updates his fans on a video on his Web site, www.NickyHayden.com, "Honestly, I think red is a good color for me. I think it could be a good look and anything up front looks good. I mean, I could be up there in pink polka dots if you're winning races, I think you could pull it off."

With Nicky now on a Ducati, Tommy a Suzuki, and Roger a Kawasaki, the three have always been there for each other. All have achieved success in one form or another. The goal, of course, is to be good enough and fast enough to get a podium. In motorcycle racing terms that means first, second, or third. All three have had their share, but like any competitive athlete they want more.

REMEMBERING TAYLOR HENRY CARR, M.D.

Mr. CRAPO. Mr. President, today I wish to pay tribute to and recognize the passing of a remarkable citizen from my home State of Idaho, Dr. Taylor Henry Carr. He served his country as a gunnery officer in the Navy and he served his community as a doctor and philanthropist. He was a prime example of an American father, citizen, and patriot. He was also my uncle, and I am proud to be his nephew. As a doctor, he did much for the families of

Idaho Falls, and, as a philanthropist, he did much for the community itself. Idaho Falls will miss him but will continue to benefit from the efforts of all those whom he influenced.

Dr. Carr's accomplishments attest to his contribution to his community and country. He was a Boy Scout and a gunnery officer in the Navy. He was editor of his college newspaper and student body president. He earned an undergraduate degree in pharmacy and a graduate degree in medicine. Over the course of his career, he served in many different roles including director of the Idaho Cancer Society, president of staff at Sacred Heart Hospital, and on the Board of Directors of the ISU Alumni Association.

Dr. Carr's favorite activities included fishing, golfing, skiing, and reading. He was a devoted husband to his wife Betty and a loving father to his seven children. In 2003, the Carr family won the Idaho Falls Arts Council's annual Support of the Arts award for contributions to the Eagle Rock Art Museum, the renovation of the Museum of Idaho, and the Willard Arts Center, the main gallery of which is named after Taylor and Betty Carr.

I remember, when I was young, spending as much time at my Uncle Carr's house as at my own. I learned a lot from him, as did so many others. He always expected you to be and do your best so as to better live up to your potential. Taylor Henry Carr fully lived up to his potential before passing away on April 24, 2009. He was an excellent example of the great citizens produced by my home State and his life is an excellent example for all Americans to follow.

ADDITIONAL STATEMENTS

REMEMBERING JACK HENNING

• Mrs. BOXER. Mr. President, it is with a heavy heart that I ask my colleagues to join me today in honoring the memory of an extraordinary labor leader, civil servant, and dear friend of mine, John F. "Jack" Henning. Jack's legendary activism and innovation in the labor movement will serve as a source of inspiration for decades to come. Jack passed away on June 4, 2009. He was 93 years old.

Jack Henning was born in San Francisco on October 25, 1915, to hard-working Irish-American parents. After he graduated from St. Mary's College with a degree in English literature, he began what would become a lifelong and immensely successful career in the labor movement. In 1938, Jack began working for the Association of Catholic Unionists in San Francisco, and in 1949 he was hired by the California Labor Federation.

Recognizing Jack's exemplary leadership, hard work, and compassion for his fellow-man, former California Governor Pat Brown named him director of the California Department of Industrial Relations in 1959. A public servant